

CLAIMS

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1 An engine half-trolley (10) of simplified structure  
for industrial vehicles set at the side of a vehicle  
chassis and comprising a casing (12) from which there  
5 comes out at least one wheel hub (13) for a respective  
wheel (14), an input shaft (17) to said half-trolley  
(10) being connected to a differential (16) of the  
vehicle, characterized in that between said input shaft  
(17) and said wheel hub (13) there are provided in  
10 succession two bevel-gear pairs (18, 19; 21, 23) housed  
in an arm (15, 115) forming part of said casing (12),  
in which at least one bottom area of said arm (15,  
115), for attachment to the wheel hub (13), has ample  
bevels (26).

15 2. The engine half-trolley (10) according to Claim  
1, characterized in that within said arm (15, 115)  
forming part of said casing (12) there are set in  
succession a ring bevel gear (18), which meshes with a  
bevel pinion (19) set at one first end of a  
20 transmission shaft (20), said transmission shaft (20)  
carrying, at its second end, another bevel pinion (21),  
which in turn engages with a further ring bevel gear  
(23) fixed on a shaft (24) connected to said wheel hub  
(13).

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25 3. The engine half-trolley (10) according to Claim  
1 or Claim 2, characterized in that said wheel hub (13)

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is set on an extension (25) of said arm (15).

4. The engine half-trolley (10) according to Claim 1, characterized in that said casing (12) is provided, in a side area of said arm (15, 115), connected to said input arm (17), with an ample bevel (26).

5. The engine half-trolley (10) according to Claim 1, characterized in that an axis of said arm (115) is inclined at an angle ( $\beta$ ) with respect to a longitudinal direction, said angle ( $\beta$ ) being rotated with respect to the outside of said vehicle.

6. The engine half-trolley (10) according to Claim 5, characterized in that said axis of said arm coincides with an axis of rotation (27) of a transmission shaft (20), which is set supported on bearings (22).

7. The engine half-trolley (10) according to Claim 6, characterized in that said angle ( $\beta$ ) is between  $3^\circ$  and  $40^\circ$ , preferably approximately  $15^\circ$ .

8. The engine half-trolley (10) according to any one of the foregoing claims, characterized in that it is provided with a pair of arms (15, 115) carrying respective wheel hubs (13), each of said arms (15, 115) being provided with two bevel-gear pairs (18, 19; 21, 23), which drive in motion a single input shaft (17) and each of which controls a wheel hub (13) for a

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respective wheel (14).

9. The engine half-trolley (10) according to any one of the foregoing claims, characterized in that said arm (15, 115) is a casting.

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